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Mid-Week in the Industry

Output for Week Holds Steady at 116,722; 500,000 in May Seen; Sales Continue Unchecked; Expect 350,000 Registrations for April; Hupp Future Clear; Job Stabilization Achieved, AMA Report Shows

Output Maintains High Level

Recent high levels in the production of passenger cars and trucks in the United States and Canada were maintained this week although there was a slight recession of about 1,000 units. The total for the week ending May 16 is estimated at 116,722 which shows a down-trend of 1,105 cars when compared to the revised total of 117,827 for the week ended May 9. This recession, however, is nothing more than a normal fluctuation and gives no particular indication of the production trend for future weeks. Manufacturers seem to be in a fair way to make good their intention of producing around 500,000 units during May. Chevrolet with 34,500 units for the week intends to turn out around 143,000 cars for the month while Ford's output is still above 25,000 cars and trucks. Dodge reports no sign of letting up its production of 9,100 units a week and Oldsmobile, Buick and Pontiac are likewise still at near capacity production. The independent makers, while exhibiting slight fluctuations, maintain their former high levels without any serious losses. In the case of Packard, Willys and Reo they have gained a little over the previous week. Chrysler Corp. divisions are reported slightly under the previous week's total but this is expected to be compensated for before the end of May. The industry has placed a May total production of 500,000 cars and trucks and to date there is every indication that this figure will be realized.

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Sales Rise Unchecked

Continuing unchecked, the steady rise in registrations week by week gives more indication of holding well into the dog-days of July. Back in February when the severe winter weather let up sales took an almost immediate spurt. March registrations told the first real story when they jumped to 296,722 passenger cars, with Connecticut figures not yet reported, from the 176,668 reported in February. When the final March figures are complete with Connecticut, it is expected the total passenger registrations will be somewhere above the 300,000 mark. April passenger car figures from eight states total 58,157 against 52,615 last year. On this basis, complete figures for April are estimated to fall somewhere between 345,000 and 350,000 passenger cars. Although this estimate is based on only eight states and may have to be revised as more returns come in, the estimate at the present time is well in line with reports coming in from various sections of the country. Dealers and factories alike agree that a slackening up of sales is still quite far in the offing. Production schedules, which are generally fairly well in line with sales, and which at the present time are, in a great many instances, a little below orders, call for approximately 500,000 units production of passenger cars and trucks in May. Combined registrations of passenger cars and trucks should run somewhere around 400,000 units in April and 425,000 in May. If the selling season extends, as many believe it will, into June and July, the latter given a boost through the soldiers' bonus, 1936 models will still be selling pretty fast when the first of the 1937 jobs appear.

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Truck Sales Gain

On the truck side of the ledger the picture is just as rosy as it is from the passenger car angle. The steady increase in business is sharply reflected in trucks sales, which this year have chalked up new marks all along the line. On the basis of nine states already reporting April registrations of 10,519 units against 8,028 for the same states last year, the first truck registration estimate for April shows a possibility of hitting 60,000, although estimates based on only nine states may have to be revised later. Should later figures bear out the 60,000 prediction, April would set a new all-time high for the truck industry, the previous peak month being July, 1929 with 57,943. Even if the nine states already reported should prove to be above-average from the sales standpoint, the July, 1929, high-mark stands a pretty good chance of at least being equalled if not eclipsed.

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May Outlook Good

With the continuation of heavy buying in both new and used cars which featured April, and an actual shortage of new cars developing in certain sections, the industry looks forward to the remainder of May as one of the best months in its history. General Motors sales during April as reported last week were at new all-time high levels. This rate is reported continuing during the first part of May although definite figures in the form of first 10-day reports will not be available until the end of this week or early next week. Further impetus to new and used car sales may be expected this month as a result of the announcement of the Ford Motor Co., that its discount to dealers has been increased to 24 per cent from 22 per cent. This move is the first of its kind to be made by Ford since 1931 when discounts were upped from 20 to 22 per cent. The new discount which becomes effective immediately applies only to passenger cars with the commercial car discount remaining at 22 per cent. Retail prices also will continue unchanged and inquiry among Ford's leading competitors indicates that no change in discounts is contemplated.

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Hupp Path Cleared

Return of the Hupp Motor Car Corp. to production in the near future is anticipated as a result of the court decision last week which in effect declared the present board of directors legal. This standing had been challenged in a suit brought by Archie M. Andrews, one of the chief stockholders. Under this decision it is now possible for the board to continue its program and a new plan of operation will be developed this week when the board meets here. Officials of the corporation state that a surprisingly large percentage of the Hupp dealer body has remained intact and that operations by the corporation could be resumed without difficulty on this score.

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Plant Employment Steady

One of the outstanding features of the spring activity among automobile makers has been the almost complete eliminations in peaks and valleys in employment, according to a statement issued Monday by the Automobile Manufacturers' Assn. This report which covers the first six months of the 1936 model production points out that peak employment during that period was less than 20,000 men above the lowest point in the period. This record was made in spite of sharp fluctuations in sales which resulted from the extremely bad winter. Average earnings by the 350,000 workers employed by the industry are reported at a new high for many years, with temporary jobs greatly reduced and plant efficiency improved. Labor turnover and factory accident rates have both shown curtailment. This improvement all along is attributed to the fall model announcement which pressed the factories to meet demand in November and December, 1935, and made it possible to continue output in January and February in anticipation of spring markets.

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NADA Sales Trends

Merchandising trends among automobile dealers during 1935 are revealed in a report covering the selling operations of 1,327 representative dealers, published in the May issue of the NADA Bulletin. Installment sales in 1935 amounted to 58 per cent of the total sales of new cars and trucks, an increase of 3.6 per cent over 1934. Used car and truck sales on installments also increased in 1935, totaling 62.6 per cent, as compared to 58 per cent in 1934. The combined installment sales of new and used cars and trucks for 1935 amounted to 60.8 per cent, an increase of 4 per cent over 1934. Used cars traded in on the sale of new cars increased considerably, the percentage in 1935 being 84.8, as compared to 74.7 in 1934. Used cars traded in on the sale of used cars during 1935 also went up, being 55 per cent as against 47.3 per cent in 1934. This is the highest percentage of used car trade-ins on other used cars recorded since 1927 when NADA started compilation of these statistics. The total trade-ins in per cent of new cars and trucks sold for 1935 was 171.6 per cent, compared to 150.4 per cent for 1934. Used cars sold in per cent of new cars sold also showed a slight upward trend, the percentage for 1935 being 173.1 as against 172.2 per cent in 1934. The average reporting dealer junked 28 used cars in 1935, as compared to 12.7 used cars junked in the preceding year. Used cars junked to total trade-ins in 1935 amounted to 8.9 per cent.

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	Week Ended May 16	Week Ended May 9	Total to Date as of May 16
Chevrolet	34,500	34,500	533,500†
Ford	25,000	25,500	459,500†
Plymouth	12,000	12,500	192,825
Dodge	9,100	9,100	122,670†
Oldsmobile	5,800	5,866*	82,879*
Pontiac	5,400	5,493*	71,364*
Buick	4,400	4,400	64,077
Hudson-Terraplane	3,000	3,375*	54,874*
Studebaker	2,120	2,095*	33,890*†
Nash-LaFayette	1,950	1,950	25,807
Chrysler	1,500	1,550	25,497
Packard	1,600	1,692*	24,707*
De Soto	1,150	1,175	20,281
Cadillac	550	505	11,446
Graham	730	675	10,006
Willys	820	849*	9,182*
Reo	427	427*	7,174*†
Auburn-Cord	175	175	2,630
Miscellaneous	6,500	6,000	89,500
TOTALS	116,722	117,827*	1,841,809

* Revised. † Includes Trucks.

Mid-Week Automotive News Bulletin

(See ADN, Saturday, May 16, for Complete Details)

Discount Increased

Detroit.—The Ford Motor Co. announces an increase in discount to dealers on passenger cars from 22 per cent to 24 per cent. The discount, effective immediately, is the first change in dealers' percentage profit since 1931, when discounts were increased to 22 per cent from 20 per cent.

Hupp Meeting

Detroit.—The board of directors of the Hupp Motor Car Co. will meet Wednesday to plan future operations, following a court decision last week which declared the present board official.

Suit Filed

Chicago.—Bishop Motors, Inc., former Ford dealer, files suit for $750,000 in Federal Court here against Ford Motor Co. and 93 members of the Authorized Ford Dealers' Assn. The basis for the complaint is an alleged system of fixing used car trade-in valuations by the dealer association.

Government Order

Washington.—The War Department announces contracts for 24 trucks, to cost $264,270.73, awarded to the following companies: Chevrolet Motor Car Co., General Motors Truck Co., White Motor Co. and Federal Motor Truck Co.

Kaltwasser Named

Chicago.—C. M. Kaltwasser is named president of the Marvel Carburetor Co., Flint, Mich., a subsidiary of Borg-Warner Corp., at the annual meeting of the Marvel board of directors.

Earle Hennecke

New York.—Earle V. Hennecke, first president of the International Booster, former president of the Automotive Equipment Assn., and one time sales manager of Motometer Co., is dead here.

Rotunda Ready

Detroit.—The Ford Rotunda, constructed at the Chicago World's Fair and then moved to Dearborn as a permanent Ford exposition, will be opened to the public at 9:00 a.m. Saturday.

Exports Gain

Washington.—Exports of automotive products in March are valued at $24,923,119, compared with $22,845,769 in February and $25,877,389 in March, 1935, the Department of Commerce reports.

Shipments Up

New York.—Shipments of pneumatic casings during March are estimated at 3,885,970 units, an increase of 20.1 per cent above February and 8.3 below March, 1935, according to the Rubber Manufacturers Assn., Inc.

Rim Inspections

Cleveland.—Rim inspections by the Tire & Rim Assn., Inc., during April are reported 2,258,296 against 1,870,723 in March. For the first four months of this year, inspections totaled 7,237,058 against 7,116,230 last year.

Current Price List for 1936

AUBURN, 6-cyl., Mod. 654—Brough., $745; brough. cus., $852; brough. sal., $932; cpe., $835; cpe. cus., $942; cpe. sal., $990; sed., $795; sed. cus., $902; sed. sal., $982; cab., $945; cab. cus., $1052; cab. sal., $1100; phae. sed., $995; phae. sed. cus., $1102; phae. sed. sal., $1182. **8-cyl., Mod. 852**—Brough., $995; brough. cus., $1088; brough. sal., $1168; cpe, $1085; cpe. cus., $1173; cpe. sal., $1221; sed., $1095; sed. cus., $1188; sed. sal., $1268; cab., $1225; cab. cus., $1313; cab. sal., $1361; phae. sed., $1275; phae. sed. cus., $1368; phae. sed. sal., $1448. **Auburn Supercharger, 8-cyl.**—Brough., $1445; 4-dr. sed., $1545; con. cab., $1675; 5-pass. phae. sed., $1725; cpe., $1545; speedster, $2245.

BUICK, Ser. 40 Spec.—4-dr. 5-pass. sed., tr., $885; 2-pass. bus. cpe., $765; 4-pass. spt. cpe., op. seat, $820; 4-pass spt. cpe., r.s., $820; 4-pass. com. cpe., r.s., 905; 2-dr. 5-pass. vic. cpe., tr., $835. **Ser. 60 Century**—4-dr. 5-pass. sed., tr., $1090; 4-pass. spt. cpe., op. seat, $1035; 4-pass. spt. cpe, r.s., $1035; 4-pass. con. cpe., r.s., fen. well only, $1135; 2-dr. 5-pass. vic. cpe., tr., $1055. **Ser. 80 Roadmaster**—4-dr. 6-pass. sed., tr., $1255; 6-pass. con. phae., tr., fen. well only, $1565. **Ser. 90 Limited**—4-dr. 8-pass. sed., tr., fen. well only, $1845; 8-pass. sed.-lim., tr., fen. well only, $1945; 4-dr. 6-pass. sed., tr., fen. well only, $1695.

CADILLAC V-8, Ser. 60—2-pass. con. cpe., $1725; 2-pass cpe., $1645; 5-pass. tour. sed., $1695. **Ser. 70**—2-pass. con. cpe., $2695; 5-pass. cun. sed., $2745; 2-pass. cpe., $2595; 5-pass. tour. sed., $2445. **Ser. 75**—5-pass. cun. sed., $3395; 5-pass. sed., $2645; 5-pass. tour. sed., $2645; 5-pass. form. sed., $3395; 5-pass. town sed., $3145; 7-pass. sed., $2795; 7-pass. Imp., $2995; 7-pass. Imp. tour. sed., $2995; 7-pass. town car, $4445.

CADILLAC V-12, Ser. 80—2-pass. con. cpe., $3395; 5-pass. con. sed., $3445; 2-pass. cpe., $3295; 5-pass. tour. sed., $3145. **Ser. 85**—5-pass. con. sed., $4095; 5-pass. sed., $3345; 5-pass. tour. sed., $3345; 5-pass. form. sed., $4095; 5-pass. town sed., $3845; 7-pass. sed., $3495; 7-pass. tour. sed., $3495; 7-pass. Imp., $3695; 7-pass. tour. Imp., $3695; 7-pass. town car, $5145.

CADILLAC V-16, Ser. 90—5-pass. con. sed., $7950; 5-pass. town sed., $7450; 7-pass. sed., $7550; 7-pass. lim., $7750.

CHEVROLET, Std. 6-cyl.—Sed., $575; coach, $510; cpe., $495; town sed., $535; spt. sed., $600; sed. delivery, $535. **Master De Luxe**—Coach, $580; sed., $640; town sed., $605; spt. sed., $665; bus. cpe., $560; spt. cpe., $590.

CHRYSLER, 6-cyl.—Bus. cpe., $760; r.s. cpe., $825; tour. brough., $825; tour. sed., $875; con. cpe., $925; con. sed, $1125. **De Luxe Eight**—Bus. cpe., $925; tour. brough., $995; r.s. cpe., $995; tour. sed., $1045; con. cpe., $1075; con. sed., $1265; trav. sed., $1245; 7-pass. sed., $1245; sed. lim., $1865; town sed., $4995. **Airflow Eight**—6-pass. sed., $1345; 6-pass. cpe., $1345. **Airflow Imp.**—6-pass. cpe., $1475; 6-pass. sed., $1475; sed., $2475; sed. lim., $2575.

CORD—5-pass. Westchester sed., $1995; Beverly sed., $2095; con. cpe., $2145; con. phae. sed., $2195.

DE SOTO, Airstream—De luxe bus. cpe., $695; de luxe tour. brough., $770; de luxe tour. sed., $810; cus. bus. cpe., $745; cus. r.s. cpe., $795; cus. tour. brough., $825; cus. tour. sed., $865; cus con. cpe., $895; cus. con. sed., $1095; cus. trav. sed., $1075; cus. 7-pass. sed., $1075. **Airflow**—6-pass. sed., $1095; cpe., aux. seats, $1095.

DODGE—Bus. coupe., $640; r.s. cpe., $695; 2-dr. sed., $695; 2-dr. tour. sed., $720; 4-dr. sed., $735; tour. sed., $760; con. cpe., $795; con. sed., $975; 7-pass. sed., $975; com. sed., $665.

FORD—5-win. cpe., $510; tudor sed., $520; fordor sed., $580; de luxe 5-win. cpe., $555; de luxe rdstr., r.s., $560; de luxe tudor sed., $565; de luxe 3-win. cpe., $570; de luxe phae., $590; tudor tour. sed., $590; de luxe fordor sed., $625; cab., $625; fordor tour. sed., $650; con. sed., $760.

GRAHAM, Supercharger Mod.—2-dr. tour. sed., tr., $895; 2-dr. tour. sed., lug. comp., $865; 4-dr. tour. sed., tr., $925; cpe., r.s., $895; bus. cpe., $865; 4-dr. tour. sed., $895; cus. 4-dr. tour. sed., tr., $1170. **Cavalier, Ser. 90**—2-dr. tour. sed., tr., $795; 2-dr. tour. sed., lug. comp., $765; 4-dr. tour. sed., tr., $825; 4-dr. tour. sed., lug. comp., $795; cpe., r.s., $795; bus. cpe., $765. **Ser. 90A**—Bus. cpe., $695; r.s. cpe., $745; 2-dr. tour. sed., $715; 4-dr. tour. sed., $745; 2-dr. tour. sed., tr., $745; 4-dr. tour. sed., tr., $775. **Crusader, Ser. 80**—2-dr. sed., tr., $665; 2-dr. tour. sed., lug. comp., $635; 4-dr. tour. sed., tr., $695; 4-dr. tour. sed., lug. comp., $665. **Ser. 80A**—2-dr. tour. sed., $595; 4-dr. tour. sed., $625; 2-dr. tour. sed., tr., $625; 4-dr. tour. sed., tr., $655

HUDSON, 6-cyl., Cus. Ser.—Brough., $730; tour. brough., $755; sed. $785; tour. sed., $810; 4-pass cpe., $755; 2-pass. cpe., $710; con. cpe., $810. **8-cyl., De Luxe Ser., 120″**—Brough., $790; tour. brough., $815; sed., $830; tour. sed., $855; 4-pass. cpe., $810; 2-pass. cpe., $760; con. cpe., $875. **8-cyl. Cus. Ser., 120″**—Brough., $885; tour. brough., $910; sed., $925; tour. sed., $950; 4-pass. cpe., $895; 2-pass. cpe., $845; con. cpe., $970. **8-cyl. De Luxe, 127″**—Sed., $855; tour. sed., $880. **8-cyl. Cus. 127″**—Sed., $950; tour. sed., $975.

HUPMOBILE, Ser. "G" 618 Six—Spec. 2-dr. sed., $815; spec. 2-dr. tour. sed., $850; spec. 4-dr. sed., $855; spec. 4-dr. tour. sed., $890; bus. cpe., without r.s., $795; cpe, r.s., $840; cus. 2-dr. sed., $890; cus. 2-dr. tour. sed., $925; cus. 4-dr. sed., $930; cus. 4-dr. tour. sed., $965; cus. bus. cpe. without r.s., $870; cus. cpe., r.s., $915. **Ser. "N" 621 Eight**—Spec. 2-dr. sed., $995; spec. 2-dr. tour. sed., $1035; spec. 4-dr. sed., $1035; spec. 4-dr. tour. sed., $1075; spec. cpe., r.s., $1035; cus. 2-dr. sed., $1095; cus. 2-dr. tour. sed., $1135; cus, 4-dr. sed., $1135; cus. 4-dr. tour. sed., $1175; cus. cpe., r.s., $1135.

LAFAYETTE—3-pass. cpe., $595; 5-pass. cpe., $665; vic., $625; vic., tr., $655; sed., $675; sed., tr., $700; cab., $740.

LA SALLE—2-pass. con. cpe., $1255; 2-pass. cpe., $1175; 5-pass tour. cpe., $1185; 5-pass. tour. sed., $1225.

LINCOLN-ZEPHYR—2-dr. sed., $1275; 4-dr. sed., $1320.

NASH, "400" Ser.—3-pass. cpe., $665; 5-pass. cpe., $715; vic., $690; vic., tr., $720; sed., $740; sed., tr., $765. **"400" De Luxe Ser.**—3-pass. cpe., $675; 5-pass. cpe., $725; vic., $715; vic., tr., $745; sed., $765; sed., tr., $790; cab., $800. **Ambassador Ser.**—Tour. vic., $835; tour. sed., $885; super eight tour. sed., $995.

OLDSMOBILE Six—Bus. cpe., $665; spt. cpe., $730; 5-pass. cpe., $730; cun. cpe., $805; 5-pass. tour. cpe., $755; 5-pass. 4-dr. sed., $795; 5-pass. 4-dr. tour. sed., $820. **Eight**—Bus. cpe., $810; spt. cpe., $845; 5-pass. cpe., $845; 5-pass. tour. cpe., $870; 4-dr. sed., $910; con. cpe., $935; 5-pass. 4-dr. tour. sed., $935.

PACKARD "120"—Bus. cpe., 2-pass., $990; 2-4-pass. con. cpe., $1110; 2-4-pass. spt. cpe., $1030; 5-pass tour. cpe., $1040; 5-pass sed., $1075; 5-pass. club sed., $1090; 5-pass. tour. sed., $1115. **Eight, Mod. 1400, 127″ W.B.**—5-pass. sed., $2385. **Mod. 1401, 134″ W.B.**—5-pass. cpe., $2560; 2-4-pass cpe., $2470; cpe. rdstr., 2-4-pass., $2730; 4-pass. phae., $3020; 5-pass. club sed., $2580; 5-7-pass. form. sed., $3285; 5-pass. sed., $2585; con. vic., 5-pass., $3200. **Mod. 1402, 139″ W.B.**—Lim., 7-pass., $2890; 8-pass. bus. lim., $2765; 5-pass. con. sed., $3400; 8-pass. bus. sed., $2690; 7-pass. tour., $3270. **Super Eight, Mod. 1403, 132″ W.B.**—5-pass. sed., $2990. **Mod. 1404, 139″ W.B.**—5-pass. cpe., $3080; 2-4-pass. cpe., $2885; 2-4-pass. cpe. rdstr., $3070; 4-pass. phae., $3390; 4-pass. spt. phae., $3650; 5-pass. club sed., $3170; 5-7-pass. form. sed., $3800; 5-pass. con. vic., $3860. **Mod. 1405, 144″ W.B.**—7-pass. lim., $3580; 8-pass. bus. lim., $3455; 5-pass. con. sed., $4010; 7-pass. sed., $3390; 8-pass. bus. sed., $3265; 7-pass tour., $3690. **Twelve, Mod. 1407, 139″ W.B.**—5-pass. cpe., $2990; 2-4-pass. cpe., $3890; 2-4-pass. cpe.-rdstr., $3810; 4-pass. phae., $4190; 4-pass. spt. phae., $4490; 5-pass. club sed., $4060; 5-7-pass. form. sed., $4860; 5-pass. sed., $3960; con. vic., 5-pass., $4890. **Mod. 1408, 144″ W.B.**—7-pass. lim., $4485; 5-pass. con. sed., $5050; 7-pass. sed., $4285; 7-pass. tour., $4490.

PIERCE-ARROW, Mod. 1601, 139″ W.B.—Chassis, spare wheel on rear, $2650; 5-pass. sed., $3195; 5-pass. club sed., $3295; cpe., r.s., $3195; con. cpe., rdstr., r.s., $3295; 144″ w.b. chassis, spare wheel on rear, $2875; 7-pass. sed., $3500; 7-pass. enclosed drive lim., $3650; Brunn met. town brough., $5295; 147″ w.b. 9-pass. com. sed., $3400. **Mod. 1602**—139″ w.b. chassis, spare wheel on rear, $3150; 5-pass. sed., $3695; 5-pass. club sed., $3795; cpe. r.s., $3695; cun. cpe. rdstr., r.s., $3795; 144″ w.b. chassis, spare wheel on rear, $3375; 7-pass. sed., $4000; 7-pass. enclosed drive lim., $4150; Brunn. met. town brough., $5795. **Mod. 1603**—147″ w.b. chassis, spare wheel on rear, $4100; 7-pass. sed., $4795; 7-pass. enclosed drive lim., $4995.

PLYMOUTH—Cpe., $510; 2-dr. sed., $545; 4-dr. sed., $590. **De Luxe**—Cpe., $580; r.s. cpe., $620; 2-dr. sed., $625; 4-dr. sed., $660; 2-dr. tour. sed., $645; 4-dr. tour. sed., $680; con. cpe., $725; 7-pass. sed., $895.

PONTIAC, Master Six—Cpe., $615; spt. cpe., $675; cab., $760; 2-dr. sed., $675; 2-dr. tour. sed., $700; 4-dr. sed., $720; 4-dr. tour. sed., $745. **De Luxe Six**—cpe., $665; spt. cpe., $720; 2-dr. sed., $720; 2-dr. tour. sed., $745; 4-dr. sed., $770; 4-dr. tour. sed., $795. **De Luxe Eight**—Cpe., $730; spt. cpe., $785; 2-dr. sed., $770; 2-dr. tour. sed., $795; 4-dr. sed., $815; 4-dr. tour. sed., $840.

REO, Standard—2-dr. coach, $795; 4-dr. sed., $845. **De Luxe**—2-dr. brough., $845; 4-dr. sed., $895.

STUDEBAKER, Dictator—2-pass. bus. cpe., $665; 2-pass. cus. cpe., $695; 4-pass. cus. cpe., $720; St. Regis cus. sed., $725; St. Regis cruis. sed., $745; cus. sed., $755; cruis. sed., $775. **President**—2-pass. cus. cpe., $965; 4-pass. cus. cpe., $995; St. Regis cus. sed., $1015; St. Regis cruis. sed., $1035; cus. sed., $1045; cruis. sed., $1065.

TERRAPLANE, De Luxe Ser.—Brough., $615; tour. brough., $635; sed., $670; tour. sed., $690; 4-pass. cpe., $640; 2-pass. cpe., $595; con. cpe., $715. **Cus. Ser.**—Brough., $665; tour. brough., $685; sed., $720; tour. sed., $740; 4-pass. cpe., $690; 2-pass. cpe., $650; con. cpe., $760.

WILLYS—Cpe., $395 std. sed., $425; de luxe sed., $445; cab. pickup, $395; panel delivery, $415

New Passenger Car Registrations,

Figures supplied by R. L. Polk & Co. with exception of New Jersey, supplied by New Jersey Motor

STATES		CHRYSLER GROUP					FORD GROUP			GENERAL MOTORS GROUP					
		Chrysler	De Soto	Dodge	Plymouth	Totals	Ford	Lincoln	Totals	Buick	Cadillac	Chevrolet	LaSalle	Oldsmobile	Pontiac
Alabama	'36	15	5	104	240	364	644	6	650	57	4	1145	5	64	56
	'35	17	4	76	208	305	691		691	21		663	2	47	60
Arizona	'36	19	15	74	120	228	186	2	188	31	1	231	1	28	32
	'35	8	13	61	82	164	248		248	24		170	1	34	51
Arkansas	'36	24	10	94	223	351	413	4	417	49	3	618	4	37	90
	'35	16	10	100	186	312	544		544	10		445	1	44	81
California	'36	456	476	1838	2600	5370	4183	95	4278	906	112	4677	89	1590	1100
	'35	323	396	1432	2799	4950	7370	18	7388	339	63	3423	47	1401	830
Colorado	'36	26	18	94	249	387	497	7	504	68	1	567	2	79	55
	'35	21	6	75	172	274	650		650	14	1	352		91	107
Delaware	'36	15	7	18	84	124	152	2	154	62	1	265		74	64
	'35	11	5	16	60	92	241		241	12	1	144		73	50
Florida	'36	66	35	191	540	832	857	39	896	177	31	1002	30	162	142
	'35	63	24	201	438	726	1655	6	1661	92	10	814	18	166	229
Georgia	'36	47	27	187	534	795	1014	14	1028	178	12	1343	21	211	163
	'35	39	27	193	538	797	1653	2	1655	86	3	1213	4	200	193
Idaho	'36	28	10	95	191	324	306	11	317	42		424		56	64
	'35	20	12	107	180	319	385		385	15		227		26	65
Illinois	'36	376	265	1704	3146	5491	5094	72	5166	893	79	6278	94	1353	1098
	'35	306	267	1264	2401	4238	6115	10	6125	426	34	3131	22	1051	1049
Indiana	'36	120	122	560	1185	1987	1937	29	1966	236	19	2502	18	490	354
	'35	108	92	535	1313	2048	2307	3	2310	126	12	1451	10	406	316
Iowa	'36	80	35	254	708	1077	1356	14	1370	124	9	2051	12	243	232
	'35	63	35	276	690	1064	2354		2354	54	1	1552	3	245	205
Kansas	'36	64	43	246	655	1008	1063	13	1076	163	6	1667	6	211	251
	'35	50	44	254	645	993	1904	1	1905	58	5	1133	3	261	265
Kentucky	'36	78	36	359	605	1078	837	10	847	120	9	1502	10	174	174
	'35	79	29	303	527	938	1301	1	1302	67	4	1003	5	153	174
Louisiana	'36	29	21	172	352	574	753	20	773	97	4	1086	8	118	88
	'35	23	14	144	275	456	934	4	938	31	4	692	7	112	122
Maine	'36	11	5	70	139	225	230	4	234	76	9	282	9	71	76
	'35	11	5	72	117	205	369		369	39	1	173	3	62	67
Maryland	'36	93	26	221	578	918	652	2	654	227	14	1145	13	173	210
	'35	78	25	263	515	881	1117	2	1119	103	7	909	6	186	216
Massachusetts	'36	116	48	746	1326	2236	2127	27	2154	489	54	1941	55	768	510
	'35	185	44	656	1090	1975	3547	8	3555	311	12	1987	33	758	538
Michigan	'36	186	123	1356	1347	3012	5472	88	5560	694	47	4186	59	951	773
	'35	195	117	1196	1475	2983	8521	6	8527	230	17	2759	46	869	912
Minnesota	'36	119	70	286	944	1419	1424	14	1438	206	7	2109	9	294	292
	'35	86	29	264	845	1224	2399	3	2402	124	3	1404	3	264	252
Mississippi	'36	15	2	43	153	213	558	3	561	23	2	872	1	24	27
	'35	14	9	78	233	334	630		630	25		539		29	74
Missouri	'36	113	122	608	1429	2272	2378	29	2407	328	19	3668	25	543	519
	'35	109	83	603	1404	2199	3679	3	3682	139	8	2420	12	484	409
Montana	'36	61	14	146	275	496	463	7	470	58		627		73	62
	'35	47	12	143	279	481	632	2	634	27		434		65	105
Nebraska	'36	40	20	131	444	635	782	4	786	80	2	1183	3	101	110
	'35	24	8	86	297	415	868	1	869	22	4	585	1	90	107
Nevada	'36	14	11	35	74	134	122	6	128	28	3	106	2	24	14
	'35	3		13	45	61	104	1	105		1	41	1	21	18
New Hampshire	'36	7	7	62	115	191	207	3	210	39	2	239	1	63	42
	'35	12	6	55	118	191	344		344	32		191	2	56	33
New Jersey	'36	238	123	984	1573	2918	1912	49	1961	757	73	3004	45	921	895
	'35	161	102	785	1130	2178	3090	7	3097	325	38	2092	30	657	609
New Mexico	'36	10	8	23	95	136	140	6	146	27	1	178		19	25
	'35	6	4	20	68	98	152		152	7	1	115		22	27
New York	'36	618	314	2386	3845	7163	6090	117	6207	2282	176	6862	171	2242	1557
	'35	493	278	1889	3048	5708	7815	28	7843	818	102	4522	84	1746	1445
North Carolina	'36	46	28	145	499	718	817	2	819	123	10	1309	6	144	144
	'35	66	18	149	488	721	1522	2	1524	57	1	1227	1	163	159
North Dakota	'36	11	3	33	75	122	148	1	149	27		285	2	18	15
	'35	9	7	42	132	190	341		341	21		262		48	44
Ohio	'36	476	361	2258	4611	7706	7056	60	7116	974	62	8526	78	1677	1644
	'35	295	171	1162	2223	3851	5705	9	5714	198	13	3718	31	1099	1086
Oklahoma	'36	57	29	272	604	962	1316	19	1335	207	10	1844	14	274	297
	'35	66	34	243	549	892	1762	1	1763	86	6	1335	3	255	248
Oregon	'36	76	43	240	374	733	753	18	771	134	11	1082	14	171	158
	'35	42	25	129	333	529	843		843	25	1	431	5	93	112
Pennsylvania	'36	417	226	1552	3233	5428	4202	54	4256	979	57	5015	71	1196	865
	'35	475	206	1561	2944	5186	5804	8	5812	496	30	3507	34	1164	1087
Rhode Island	'36	48	41	140	351	580	364	9	373	130	11	424	9	133	112
	'35	28	24	110	316	478	521	3	524	59	1	358	4	97	82
South Carolina	'36	14	5	106	219	344	500	2	502	62	4	711	2	66	56
	'35	18	7	100	254	379	858		858	23	1	639	1	106	83
South Dakota	'36	14	6	44	132	196	278	2	280	38		373		38	42
	'35	20	12	69	193	294	411		411	22		238		68	53
Tennessee	'36	91	52	515	1114	1772	1559	14	1573	239	14	2448	14	242	253
	'35	33	28	234	573	868	1254		1254	56	2	1057	6	138	120
Texas	'36	219	73	679	1690	2661	3213	35	3248	534	45	4739	39	702	579
	'35	227	71	668	1898	2864	5255	3	5258	267	11	3396	15	494	556
Utah	'36	15	39	133	224	411	326	8	334	47	6	383	3	72	57
	'35	15	26	101	187	329	385		385	11		209	1	54	57
Vermont	'36	6	2	23	70	101	78	1	79	20		81	2	22	16
	'35	10	5	25	76	116	137		137	16		99		30	23
Virginia	'36	60	38	210	596	904	900	11	911	105	7	1306	8	137	145
	'35	53	23	155	439	670	1371		1371	73	2	819	6	99	143
Washington	'36	88	87	387	843	1405	1431	27	1458	187	14	1483	15	395	161
	'35	80	62	391	609	1142	1546	1	1547	66	5	769	7	278	161
West Virginia	'36	43	45	184	433	705	722	8	730	90	8	916	12	121	108
	'35	38	21	161	307	527	733		733	27	1	466	5	120	76
Wisconsin	'36	100	69	498	1063	1730	1745	22	1767	229	13	2572	14	509	366
	'35	117	65	492	942	1616	2360	2	2362	105	10	1337	15	389	356
Wyoming	'36	10	4	49	96	159	133	2	135	13		161	2	32	22
	'35	13	9	77	115	214	306		306	21	1	120		35	52
District of Columbia	'36	71	33	298	498	900	1038	18	1056	159	13	1086	15	222	120
	'35	48	17	217	406	688	1131		1131	60	4	496	14	186	124
Total, 48 States for March	'36	4946	3202	20853	40494	69495	68428	1010	69438	12814	985	86504	1013	17328	14235
	'35	4224	2531	17246	34162	58163	93864	135	93999	5266	421	55067	492	14535	13231
Two Months Plus 48 States for March	'36	11397	7290	47198	93993	159878	162896	2510	165406	28634	2478	202830	2295	38243	31460
	'35	8794	5250	37576	85921	137541	205127	363	205490	13157	1034	111152	1265	28208	27832

ons, 48 States for March, 1936-1935

ew Jersey Motor List Co., and Metropolitan New York area which are compiled by Sherlock & Arnold.

S GROUP			HUD. GROUP			NASH GROUP			AUBURN			NON-AFFILIATED GROUP								
Oldsmobile	Pontiac	Totals	Terraplane	Hudson	Totals	LaFayette	Nash	Totals	Auburn	Cord	Totals	Graham	Hupp	Packard	Pierce-Arrow	Reo	Studebaker	Willys	Miscellaneous	TOTALS
64	56	1331	50	5	55	8	8	16	1	2	3	3		11			13	11		2457
47	60	793	23	5	28	6	3	9	1		1	3	4	1			14	12	1	1862
28	32	324	21	5	26	9	2	11		1	1	8	1	16		1	22	6		832
34	51	280	24	5	29	11	4	15				4	4	1			12	4		761
37	90	801	29	3	32	3	1	4				1	1	8		2	11			1628
44	81	581	12	1	13		1	1				1				1	6		1	1460
1590	1100	8474	231	160	391	191	251	442	15	12	27	194	29	344	6	28	785	295	1	20664
1401	830	6103	254	195	449	89	119	208	59		59	76	73	79	4	27	413	539	4	20372
79	55	772	54	23	77	13	12	25	4		4	6	3	22	3	1	15	4		1823
91	107	565	31	11	42	3	5	8	4		4	4		1	1	2	11			1562
74	64	466	11	6	17	4	2	6				1		30			10			808
73	50	280	17	6	23		1	1				1	1	5			4			648
162	142	1544	102	29	131	7	8	15	8	1	9	27		57	7	4	41	46		3609
166	229	1329	61	27	88	18	13	31	14		14	27	20	9		6	37	56	10	4014
211	163	1928	83	16	99	26	11	37	1		1	4	2	72			86	13		4065
200	193	1699	69	18	87	13	12	25	7		7	4	4	13		2	43	37	3	4376
56	64	586	28	14	42	9	10	19	2		2	12	2	11		3	43	1		1362
26	65	333	20	14	34	10	3	13				5	9	1		1	23	1		1124
1353	1098	9795	422	134	556	152	172	324	26	6	32	84	38	340	4	19	486	19		22354
1051	1049	5713	329	114	443	116	137	253	63		63	73	42	54	6	17	302	6	8	17343
490	354	3619	239	54	293	30	30	60	19	3	22	39	14	102		11	194	16		8323
406	316	2321	183	81	264	37	34	71	37		37	32	30	7	2	4	115	4	1	7246
243	232	2671	141	27	168	36	21	57	1	1	2	22	5	31		5	101	2		5511
245	205	2060	109	31	140	22	15	37	2		2	18	10	1		2	82	7		5777
211	251	2304	163	43	206	44	36	80	1		1	15	1	31		7	99			4828
261	265	1725	119	62	181	15	14	29	8		8	22	6	7		6	77	4	1	4964
174	174	1989	80	17	97	23	9	32	4	2	6	23	7	59	1	5	57	2		4203
153	174	1406	52	15	67	16	6	22	8		8	34	9	8		3	34	2		3833
118	88	1401	34	10	44	30	19	49				1		36	2	4	50	9		2943
112	122	968	22	6	28	18	9	27	2		2	2	2	10	1	1	19	20	3	2477
71	76	523	23	14	37	6	6	12				6		22			16	3		1078
62	67	345	30	5	35	9	6	15	1		1	8	4	5		1	22			1010
173	210	1782	51	20	71	16	21	37	1	6	7	5	2	71	3		71	1		3622
186	216	1427	31	22	53	22	18	40	4		4	13	10	25	1		60			3633
768	510	3817	172	75	247	51	93	144	7	1	8	23	4	265	6	12	125	8		9049
758	538	3639	206	104	310	101	87	188	9		9	25	42	40	2	20	121	3		9929
951	773	6710	565	128	693	34	31	65		3	3	65	7	220	1	35	89	4		16464
869	912	4833	338	117	455	25	24	49	4		4	137	70	78	2	41	79	1	1	17260
294	292	2917	154	32	186	44	38	82	1	1	2	21	9	81	1	10	118	3	1	6288
264	252	2050	118	30	148	26	23	49	4		4	21	27	21	1	10	90			6047
24	27	949	19	4	23	2	3	5						9			13	1		1774
29	74	667	21	4	25	8	5	13				1	1	1			10	1		1683
543	519	5102	149	36	185	43	38	81	8	3	11	45	11	131	2	10	181	3	1	10442
484	409	3472	127	49	176	55	32	87	9		9	42	15	13	2	3	107	2	1	9810
73	62	820	91	38	129	23	32	55				9	4	16	1	3	59	4		2066
65	105	631	51	27	78	21	34	55	1		1	8	7	2		1	45	1		1944
101	110	1479	46	13	59	19	25	44	2		2	5	3	25		1	53	2		3094
90	107	809	39	10	49	5	4	9	2		2	2	2				27			2184
24	14	177	16	6	22	5	16	21	1		1	2	1	6			15	4		511
21	18	82	1	3	4	1	2	3					1				3	2		261
63	42	386	23	16	39	5	13	18	1		1	1		10		1	25	4		886
56	33	314	17	8	25	6	6	12	1		1	8	2	2		6	16	1		922
921	895	5695	153	70	223	37	96	133	15	5	20	32	19	271	5	4	181	7		11469
557	609	3751	109	62	171	65	53	118	33		33	29	30	60		19	100	8	5	9599
19	25	250	14	3	17	1	2	3					1	5		1	4	2		565
22	27	172	8	5	13				1		1		1			1	3			441
242	1557	13290	416	186	602	152	233	385	12	15	27	99	15	728	7	24	463	23	3	29036
746	1445	8717	318	174	492	85	164	249	44		44	180	81	202	9	35	239	13	2	23814
144	144	1736	75	15	90	4	5	9	1		1	6		37		3	6		1	3426
163	159	1608	56	31	87	5	2	7	5		5	9	7	2	1	1	18	11	1	4002
18	15	347	14	4	18	4		4				3					7	3		653
48	44	375	14	6	20	5	3	8				2					14			950
377	1644	12961	910	203	1113	130	139	269	12	7	19	153	22	377	7	36	466	59	1	30305
999	1086	6145	320	110	430	55	54	109	33		33	109	36	48	2	13	186	32		16708
274	297	2646	65	20	85	15	21	36	3		3	8	8	35	2	8	82	16		5226
255	248	1933	49	28	77	9	9	18	8		8	13	4	6			33			4747
71	158	1570	113	35	148	36	39	75	2		2	61	2	51		6	116	48		3583
93	112	667	66	36	102	4	22	26	7		7	46	4	5	1	9	44	57		2340
96	865	8183	382	112	494	110	129	239	10	4	14	68	25	364	3	14	382	7	6	19483
64	1087	6318	360	109	469	95	77	172	29		29	108	76	93	11	31	195	10	4	18514
33	112	819	52	15	67	19	16	35				7	2	38		2	29	1		1953
97	82	601	17	6	23	10	11	21	1		1	4	5	3		8	3	1	1	1673
66	56	901	54	8	62		2	2	4		4	1	1	41			28	4		1890
06	83	853	72	6	78	1	4	5	7		7	8	10	5			20	17	1	2241
38	42	491	14	1	15	2	6	8				2	2	12		2	21			1029
68	53	381	28	15	43	11	4	15	1		1		3	3		2	24	1		1178
42	253	3210	118	20	138	40	29	69	1		1	20	9	77		2	91	46		7008
38	120	1379	59	13	72	18	16	34	6		6	23	8	8		2	39	22	1	3716
02	579	6638	322	80	402	62	45	107	7	8	15	48	8	173	4	10	340	15		13669
94	556	4739	218	53	271	27	18	45	23		23	31	34	29	8	12	169	38	2	13523
72	57	568	41	22	63	15	21	36	4		4	27	1	31		1	57	4		1537
54	57	332	29	13	42	15	12	27	1		1	21	1	6		1	26			1171
22	16	141	11	8	19	4	2	6				1		8			3			358
30	23	168	17	8	25	4		4				2			1		2			455
37	145	1708	61	14	75	14	13	27	1		1	14	8	65	1	4	59	3	1	3781
99	143	1142	81	13	94	5	11	16	9		9	16	4	8		3	29	3	3	3368
95	161	2255	133	47	180	19	38	57	1		1	35	7	62	2	5	243	83		5793
78	161	1286	165	60	225	8	11	19	4		4	47	15	5		5	145	55	1	4496
21	108	1255	45	16	61	8	20	28				12	1	28		10	50	2		2882
20	76	695	37	13	50	3	4	7	1		1	13	2	5		3	18			2054
09	366	3703	195	52	247	141	118	259	1		1	36	4	102		18	146	5	1	8019
39	356	2212	124	52	176	105	85	190	9		9	30	19	16		6	110	1		6747
32	22	230	25	6	31	2	7	9				2		4		2	9	1		582
35	52	229	27	11	38	6	5	11	1		1	2	1			3	8			813
22	120	1615	45	12	57	4	20	24	3		3	7	5	69	4	1	47	3		3791
36	124	884	36	16	52	8	2	10	3		3	14	26	19	2	2	37	1		2869
28	14235	132879	6255	1877	8132	1652	1909	3561	180	81	261	1264	284	4604	72	315	5608	793	16	296722
35	13231	89012	4514	1810	6324	1197	1184	2381	466		466	1278	762	907	57	310	3234	973	55	257921
43	31460	305940	14643	4865	19508	3649	4346	7995	556	88	644	2954	820	10058	176	713	12750	2281	49	689172
08	27832	182648	10793	4391	15184	2858	2820	5678	1375		1375	2774	1754	1686	146	732	8034	1877	252	565171

Passenger Car Registrations

Jan., Feb., 48 States for Mar., ** and 8 States for Apr.

See April Figures by States in ADN, Saturday, May 16

MAKE	1936	Pos.	1935	Pos.	Unit Gain
CHEVROLET	220,340	1	123,814	2	96,526
FORD	174,868	2	222,404	1	47,536*
PLYMOUTH	102,266	3	93,189	3	9,077
DODGE	51,378	4	40,738	4	10,640
OLDSMOBILE	41,820	5	31,235	5	10,585
PONTIAC	34,263	6	30,417	6	3,846
BUICK	30,949	7	14,176	8	16,773
HUDS.-TERRAPLANE	21,241	8	16,588	7	4,653
STUDEBAKER	13,887	9	8,778	10	5,109
CHRYSLER	12,389	10	9,625	9	2,764
PACKARD	10,989	11	2,069	15	8,920
NASH-LAFAYETTE	9,105	12	6,565	11	2,540
DE SOTO	7,979	13	5,771	12	2,208
CADILLAC-LASALLE	5,098	14	2,527	14	2,571
GRAHAM	3,180	15	3,034	13	146
LINCOLN	2,678	16	383	20	2,295
WILLYS	2,318	17	1,915	16	403
HUPP	850	18	1,885	17	1,035*
REO	773	19	795	19	22*
AUBURN-CORD	721	20	1,470	18	749*
PIERCE-ARROW	184	21	153	21	31
MISCELLANEOUS	53		255		202*
TOTAL	**747,329**		**617,786**		**129,543**

*Loss. **Connecticut figures for March not reported.

GM Monthly Sales

Total Sales to Dealers in U. S. and Canada Plus Overseas Shipments

	1936	1935	1934	1933
January	158,572	98,268	62,506	82,117
February	144,874	121,146	100,848	59,614
March	196,721	169,302	153,250	58,018
April	229,467	184,059	153,954	86,967
Total four months	**729,634**	**572,775**	**470,558**	**286,716**
May		134,597	132,837	98,205
June		181,188	146,881	113,701
July		167,790	134,324	106,918
August		124,680	109,278	97,614
September		39,152	71,888	81,148
October		127,054	72,050	53,054
November		182,754	61,037	10,384
December		185,698	41,594	21,295
Total		**1,715,688**	**1,240,447**	**869,035**

Sales to Consumers in United States

	1936	1935	1934	1933
January	102,034	54,105	23,438	50,653
February	96,134	77,297	58,911	42,280
March	181,782	126,691	98,174	47,436
April	200,117	143,909	106,349	71,599
Total four months	**580,067**	**402,002**	**286,872**	**211,968**
May		109,051	95,253	85,969
June		137,782	112,847	101,827
July		108,645	101,243	87,298
August		127,346	86,258	86,372
September		66,547	71,648	71,458
October		68,566	69,090	63,518
November		136,859	62,752	35,417
December		122,198	41,530	11,951
Total		**1,278,996**	**927,493**	**755,778**

Sales to Dealers in United States

	1936	1935	1934	1933
January	131,134	75,727	46,190	72,274
February	116,762	92,907	82,222	50,212
March	162,418	132,622	119,858	45,098
April	194,695	152,946	121,964	74,242
Total four months	**605,009**	**454,202**	**370,234**	**241,826**
May		105,159	103,844	85,980
June		150,863	118,789	99,956
July		139,021	107,554	92,546
August		103,098	87,429	84,504
September		22,986	53,738	67,733
October		97,746	50,514	41,982
November		147,849	39,048	3,483
December		150,010	28,344	11,191
Total		**1,370,934**	**959,494**	**729,201**

Unit sales of Chevrolet, Pontiac, Oldsmobile, Buick, LaSalle and Cadillac passenger and commercial cars are included in the above figures.

New Commercial Car Registrations, 48 States for March, 1936-1935

Figures supplied by R. L. Polk & Co. with exception of New Jersey, supplied by New Jersey Motor List Co., and Metropolitan New York area which are compiled by Sherlock & Arnold.

STATE		Autocar	Brockway	Chevrolet	Diamond-T	Dodge	Federal	Ford	G.M.C.	Indiana	Inter-national	Mack	Plymouth	Reo	Sterling	Stewart	Studebaker	Terraplane	White	Willys	Miscel-laneous	TOTAL
Alabama	'36			552		32		339	6	1	52		1					1	2	1	2	989
	'35			310	3	66	1	202	11		51						1		3	2	3	653
Arizona	'36			100	1	52		97	4		42		1	1			1	3		4		306
	'35			70		19		81	3		23		1	1			1	1				200
Arkansas	'36			371	1	96		365	5		60		2	1				2	1			904
	'35			172	1	44		187			41			1			2		1		1	450
California	'36		1	500	3	255	3	465	77	7	140	1	15	7	8	3	6	5	14	39	8	1557
	'35	2		663	16	319	8	1071	89	3	169	9		36	4	2	17	3	13	28	17	2469
Colorado	'36			162	5	69	5	207	15		51		7	4				6	5			536
	'35			95	7	39		145	8		29			5				2			1	331
Delaware	'36			79		11		34	12	1	12	1	3	1		1						155
	'35	1		34		9		52	10		15			1		3	2		1			128
Florida	'36			279	2	100	2	258	7		75	1		15				1	2	21	1	764
	'35			238	3	61	1	398	10		71	1		9			1		9	10	15	827
Georgia	'36			511	12	88	3	472	30	7	121	2	2				1	1	8	1	1	1260
	'35			367	1	87	1	453	6		84	1		3			1	1	1	7	9	1022
Idaho	'36			148	5	53		145	6		53			2			2	6	2	2	4	428
	'35			94	5	44	3	165	1		24			1					1		1	339
Illinois	'36	7		1204	80	414	20	919	88	4	399	1	22	13	1	1	17	10	35	1	38	3274
	'35	1		669	53	247	9	743	32	2	208	2		19		5	3		8	4	11	2016
Indiana	'36	1		536	33	223	3	445	39	6	171	1	7	8		14	19	9	9		8	1532
	'35			459	56	121	4	521	34		140		1	15		5	8		4	2	11	1381
Iowa	'36			508	15	112	4	343	19	1	154	2	9	8			4	4	1		3	1187
	'35			422	21	96	2	412	9		119	1		5			3	1		2		1093
Kansas	'36			380	16	111	2	305	31		127	1	5	6			3	4	5		7	1003
	'35			378	8	64	1	437	11		83	2		4			4	2			10	1004
Kentucky	'36			367	9	120	2	264	35	1	137	3	2	3		1	4	2	7	2	3	962
	'35			249	10	94	1	262	12		79			5			3	3	5	1	6	730
Louisiana	'36			327	3	62		228	13	2	108		4	2					3		1	753
	'35			167	3	31		161	6		40			1			1		3	4		417
Maine	'36			113		55		122	7		21		3	2			2		3			328
	'35			75		6		122			4			3								210
Maryland	'36	1	7	247	6	64		179	23	4	67	2	3	1		1	5		7	1	6	624
	'35		4	159	7	80		170	18		51	4		3		2	1		6			505
Massachusetts	'36	16	16	265	9	155	4	312	57	1	83	10	3	11		2	5	1	5		10	965
	'35	10		414	11	114	5	576	34	1	62	8		34		3	4	2	8		7	1293
Michigan	'36			428	8	205	13	573	83		83	3	8	16			4	9	5	2	10	1450
	'35			573	6	164	22	727	47		101			27			5	3	4	1	5	1685
Minnesota	'36			571	25	180	7	413	29	1	183	3	12	10			3	5	17		10	1469
	'35			460	25	89	7	420	14		121	3	1	9			8		5		6	1168
Mississippi	'36			441		20		356	5		59							1				882
	'35			215		22		167	3		68										4	479
Missouri	'36	9		1148	28	247	12	733	65	5	217	2	6	8	1		2	4	13		5	2505
	'35	1		758	18	161	6	710	31		157	1		7			5		4	1	7	1867
Montana	'36			199	8	77	5	166	4		75		3	3			5	11	1		2	559
	'35			177	34	42		217	14		94			3			2	1	21		1	606
Nebraska	'36			281	13	80	1	197	25		106		2	3			2	3	3			716
	'35	1		166	16	25	2	258	13		71	1		5			2				1	561
Nevada	'36			38		29		53	2		14		1					1	1	1	1	141
	'35			20		5		29			5	2										61
New Hampshire	'36			80	1	46		89	22	1	22		1	9		2	3		1	1		278
	'35			57	4	23		84	8		9			8		1			1		1	196
New Jersey	'36	12	29	469	44	246	14	406	55	7	140	25		14	1	3	9	2	16		14	1506
	'35	6	6	329	20	135	12	482	40	3	88	7	3	15	3	5	5		21		3	1183
New Mexico	'36			105	1	27		69	6		21			1					1	2		233
	'35			66	1	15		43	3		21								1			150
New York	'36	14	51	915	68	509	13	1026	159	23	278	38	8	24	2	19	21		38	3	50	3259
	'35	16	45	741	41	358	11	1190	96	3	261	35		41	5	21	5	4	31	5	22	2931
North Carolina	'36			514	7	122		352	18	1	80	15	5	1			1	1	2	1		1120
	'35			345	5	71		345	7		29		1	4			3		1	1	6	818
North Dakota	'36			63	2	19		45	6		28		2					1				166
	'35			78	8	15		95	4		35										2	237
Ohio	'36	11		1076	36	615	12	982	105	7	370	18	13	26		13	29	7	35	8	11	3374
	'35	2		558	21	228	7	726	27	1	177	2		17			9	5	13	26	16	1835
Oklahoma	'36			564	8	131	3	449	16	3	176		4				1	4	4	9	1	1373
	'35			360	5	84	2	343	5		64						1		1	1	4	870
Oregon	'36			263	6	105	9	210	24	1	61	2	6	2			3	5	2	14	4	717
	'35			143	2	41	2	182	6		29			2				1	2	5	2	417
Pennsylvania	'36	13	13	858	65	481	11	895	151	11	330	29	28	26	2	13	43	4	45	2	7	3027
	'35	10	7	746	38	369	8	1080	77		275	15		36	2	13	17	1	22	3	1	2720
Rhode Island	'36		1	44	3	33	3	69	16		5	1	1	7			1					184
	'35	3		50		20	1	84	3		15	1		6					1		1	185
South Carolina	'36			313		71	2	204	14	1	43		7				2	6	1	2		666
	'35			194		53		167	18		17						1	1	3	6	14	474
South Dakota	'36			117	4	36		75	4		36		3	2							2	279
	'35			95	5	29		104	5		32			1			1				1	273
Texas	'36			1424	24	288	4	1034	24	10	348	7	4	4			3	13	22	3	3	3215
	'35	1		994	23	237	1	1215	17		245	1	1	13			8	1	14	13	10	2794
Tennessee	'36			824	22	336	26	545	52	3	275	2	5				5	2	8	4	1	2110
	'35			229	4	84	8	247	20		86	1							10	2	6	697
Utah	'36			119		61		107	12		40									2		341
	'35			77	3	41		130	4		32			3				1	1		1	293
Vermont	'36		1	25	2	13		35	3		3			1			1				1	85
	'35			58		14		55	2		18			6					1			154
Virginia	'36	1	2	527	2	107	2	321	26		86	2	5	3			1		5		1	1091
	'35	1	1	274	2	72	1	326	15		43			5			1		5	1	5	752
Washington	'36			330	3	142	2	326	39	5	102	3	5	3			3	2	4	14	4	987
	'35			181	8	79		295	11	1	65			6			6		3	6	4	665
West Virginia	'36			266	14	98	4	200	27		68		4	3				1	2			687
	'35			171	7	63		180	14		44			6					2	1	1	489
Wisconsin	'36	2		556	29	210	4	409	56	4	145		8	5	2		9	2	10	2	25	1478
	'35			347	19	97	4	390	21		96			10			4		1	3	13	1005
Wyoming	'36			51	2	25		42	1		13						1					135
	'35			62	3	19		74	1		14							1	1	1		176
Dist. of Columbia	'36			74	2	38	4	89	10		34	2	1						3			257
	'35		3	48	5	20		80	7		15			1					6			185
Total, 48 States for March	'36	87	121	19332	627	6669	199	15969	1533	118	5314	177	231	256	17	73	221	139	348	142	244	51817
	'35	55	66	13607	528	4216	130	16603	827	14	3620	97	8	377	14	60	135	34	238	136	229	40994
2 Mos. Plus 48 States for Mar.	'36	219	303	49434	1632	18432	592	42801	2719	317	14422	374	612	812	29	220	498	292	1050	462	658	135878
	'35	167	206	35175	1577	12628	395	44193	2255	54	10307	274	16	1049	34	136	369	78	723	214	700	110550